

IN THE CLAIMS:

Claim 1 (Currently Amended): A property correcting system of an automatic transmission for shift operation by engaging and disengaging frictional engaging elements in a multi-stage transmission unit arranged to a torque converter using a hydraulic control valve, comprising:

~~means for calculating the amount of correction of control data based on a result of a test driving performed after assembling the automatic transmission, the control data being based on a reference property of the automatic transmission~~ means for measuring a controlled variable of the hydraulic control valve for keeping the difference between input revolutions of the torque converter and turbine revolutions of the torque converter;
and

~~means for storing the amount of correction to an electronic control device for controlling the automatic transmission after assembling the automatic transmission to a vehicle~~ means for storing the amount of correction based on the controlled variable to an electronic control device for controlling the automatic transmission.

Claim 2 (Currently Amended): The property correcting system of the automatic transmission according to Claim 1, ~~wherein a controlled variable of the hydraulic control valve for keeping, to be constant, the difference between input revolutions of the torque converter and turbine revolutions of the torque converter in the test driving is measured, and the amount of correction is stored, as a differential value between the measured value of the controlled variable of the hydraulic control valve and a reference value~~ wherein a shipping of the automatic transmission is determined, based on as whether or not the

measured value of the controlled variable of the hydraulic control valve is within a preset allowable range.

Claim 3 (Currently Amended): The property correcting system of the automatic transmission according to Claim 2, wherein ~~a shipping of the automatic transmission is determined, based on as whether or not the measured value of the controlled variable of the hydraulic control valve is within a preset allowable range~~ the shipping is determined in consideration of the oil temperature of the automatic transmission.

Claim 4 (Currently Amended): ~~The property correcting system of the automatic transmission according to Claim 3, wherein the shipping is determined in consideration of the oil temperature of the automatic transmission.~~ A property correcting system of an automatic transmission for shift operation by engaging and disengaging frictional engaging elements in a multi-stage transmission unit arranged to a torque converter using a hydraulic control valve, comprising:

means for measuring a controlled variable of the hydraulic control valve for keeping, to be constant, the difference between input revolutions of the torque converter and turbine revolutions of the torque converter under a set condition; and

means for reflecting a differential value between the measured value of the controlled variable of the hydraulic control valve and a reference value to a learning result of learning the property of the automatic transmission.

Claim 5 (Currently Amended): A property ~~correcting~~ determining system of an automatic transmission for shift operation by engaging and disengaging frictional engaging elements in a multi-stage transmission unit arranged to a torque converter using a hydraulic control valve, comprising:

means for measuring a controlled variable of the hydraulic control valve for keeping, to be constant, the difference between input revolutions of the torque converter and turbine revolutions of the torque converter ~~under~~ in a test driving after assembling the automatic transmission set condition; and

means for ~~reflecting a differential value between~~ determining whether or not the automatic transmission is shipped based on as whether or not the measured value of the controlled variable of the hydraulic control valve and a reference value to a learning result of learning the property of the automatic transmission is within a preset allowable range.

Claim 6 (New): The property determining system of the automatic transmission according to Claim 5, wherein the shipping is determined in consideration of the oil temperature of the automatic transmission.